

## TO EVERYBODY WHO IS, OR IS LIKELY TO BE, CONCERNED ABOUT

# New Rugs and Carpets

Their best interests demand that a careful inspection be given the **Miller & Rhoads stock**. Whether for public places or the modest private home, there are Floor Coverings of every worthy kind and description here to meet the demand—**NEW RUGS ESPECIALLY**—in their rich and elegant new tones and colorings—floral and oriental—in every size.

## This Is Special Price Week

and the entire Floor Covering Department has responded with groups of Bargains of infinite importance to every housekeeper who will have rooms or homes to furnish this fall. All odds and ends are being closed out at **PRACTICALLY ONE-HALF PRICE**.

**REMEMBER:** The manufacture of the Carpets we sell is based on many years of experience, employing only the best material and most skilled methods, completely eliminating every element of risk in buying here—whether at regular prices or underprices.

Carpet Section—Third Floor.

# Miller & Rhoads

## BOARD DIVIDES GREGORY REWARD

One-Half Goes to Denver, While Police Benevolent Association Gets \$500.

Exercising its privilege to decide the division of rewards offered for the apprehension of fugitives, the Board of Police Commissioners last night gave the entire reward of \$500, half of the sum offered by the American Surety Company, for the arrest of Louis L. Gregory to the Police Benevolent Association. A check for \$250 had been made out in Chief Werner's name, but as it had been mutually agreed between the Police Department of Richmond and the department of Denver to divide the reward, a check for \$250 will be sent to that department, the other amount having already been delivered by the surety company.

**Informant Gets Nothing.** There had been much talk as to the division of the reward, it having been said that the man who divulged the whereabouts of Gregory on condition that his name be forever kept secret would claim \$500, and there were also claims by officers who had part in arresting the absconding cashier. But the informant gave up his claim, and the Police Benevolent Association gets the whole amount.

W. L. Oslivie, who has been detailed for some time for duty in Police Court, was retired on account of physical disability, and was appointed custodian of the First Police Station in place of "Bill" Gallagher, who died recently. Officer Oslivie was elected to the force about five years ago, and was regarded as a faithful and efficient man until he became disabled and was retired from active duty. Hugh S. Dobbins, of 2823 East Broad Street, was elected to the force in his place.

**Board Reorganized.** Commissioners Bradley, Bradley and Well, recently appointed a steering committee, recommends the following committees, which were adopted: Purchasing and property, Commissioners McCarthy, Boykin and Goode; supervision of force, including rules, discipline, assignments, traffic and policy, Commissioners Boykin, Gordon and McCarthy; uniform and equipment, Commissioners Goode, Gordon and Well; auditing and finance, Commissioners Thompson, Goode and Manning; legislative and ordinances, Commissioners Bradley, Manning and Thomas; instruction and examination, Commissioners Well, Bradley and Manning.

The last named committee will begin its work on the new traffic ordinance, of which 5,000 copies have been printed and received. Every officer on the force will receive a copy, and is expected to give it a thorough study. Clauses will be held at regular intervals, and the men will be instructed until they are familiar with the ordinance. Copies will also be distributed among all the stables and garages in the city, so that no driver may plead ignorance of the law if he should be arrested for violation of the ordinance.

**Marriage Licenses.** Marriage licenses were issued yesterday to the following: Norman E. Baughman and Reale Tyler; Charles L. Drum Dennis and Gladys M. Lacy; and John C. Ruppert and Bertha Fleischer, both of Baltimore.

**Brought Here for Operation.** Professor J. Smallwood, president of the colored school known as the Temperance Industrial and Collegiate Institute, at Claremont, was yesterday brought to the city for an operation where he was operated for appendicitis. He was doing well last night. Professor Smallwood was superintendent of the erection of the new \$10,000 school building at Claremont which was stricken. In his absence the work will be under the management of D. J. Farrah.

**Train Jumper Fined.** Richard James, colored, who recently was arrested after jumping through the window of a Southern Railway train while on his way to West Point, Va., was fined \$25 in the justice court magistrate's court yesterday for the charge of being drunk and disorderly. James created a great disturbance in the car, and when officers came to take him, jumped through the window while the train was in motion. He suffered severe injury to his hip, and was not brought to court until this morning, when he was ready to leave the hospital.

**Returns to Chase City.** J. O. Bicker, of Chase City, returned to his home yesterday after spending some time with his brother on Twenty-fifth Street.

## VACATION TIME

For tickets, baggage and Taxi-Cab Service

**CONSULT**

The Richmond Transfer Co.  
809 East Main St.  
Richmond, Va.

## BUREAU ISSUES NIGHT REPORTS

Director Evans Begins Double Daily Service, With Readings at 8 P. M.

**RICHMOND IN PRESS LIST**

Local Temperature to Be Published in Newspapers in All Leading Cities.

For the first time since its establishment here, the Weather Bureau yesterday inaugurated a double daily service on local meteorological conditions, sending out night reports, which will put the Richmond weather in the newspaper list printed all over the United States.

Director E. A. Evans has been at work on this plan for some time, believing that it would add greatly to the effectiveness of the service and serve a greater purpose than heretofore. It means, of course, additional labor, but that fact did not enter into the matter, the idea of Director Evans being to keep Richmond in the front rank.

**Bureau Branching Out.** The bureau has been branching out at every possible turn. Occupying its own home on Chimborazo Hill, it is fully equipped with every scientific device known by the government, and is supplying helpful information to the people at all hours of the day.

Director Evans showed last night that he was highly gratified by the fact that the bureau was being taken into consideration by the people of Richmond, for instance, may be visiting in any city of importance in the country, and in his morning paper the exact temperature at home on the preceding day. Last night at 8 o'clock the bureau telegraphed Washington its temperature at that hour, which was in turn telegraphed to all other stations and newspapers.

By the use of the telephone, the bureau in various parts of Virginia receive forecasts every day from Richmond, and these in the main have been remarkably accurate. The bureau is fully equipped with every scientific device known by the government, and is supplying helpful information to the people at all hours of the day.

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**Public Wants Forecasts.** "We had the major part of the demand relates strictly to the weather forecasts. Our first earnings and cold weather forecasts were found to be very serviceable to farmers, especially at critical periods in crop growth in the winter and fall. The bureau has been doing a special arrangement has been entered into with the Southern Bell Telephone and Telegraph Company, whereby the company will give free transmission to our weather forecasts over some of its farmers' lines—this for the benefit of its subscribers on such lines."

"Besides this, there are at present some thirty odd telephone companies in Virginia that are cooperating with the local office of the Weather Bureau in distributing the regular and special forecasts to the farmers. In this way we are supplying about 15,000 Virginia farmers each day with the weather report. They get it between 10:30 A. M. and noon."

"The needs of the city people are so varied, they probably benefit as much by one branch of our work as another. In agricultural communities, however, the need is more pronounced."

**Charge Sentencing Offense.** D. S. Lythgow, white, a harness-maker by trade, and Ruby Sadler, colored, were arrested yesterday on a charge of larceny in connection with the arrest of John Scott and John Taylor, colored, who were arrested on a charge of larceny in connection with the arrest of Andrew Dunham with a knife.

The chief speakers last night were W. R. Griffin, of Washington, chairman of the grand jury committee, and J. Thomas Newsome, of Newport News, attorney for the order.

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## GET CARTER GLASS AND WATERMELONS

Members of East End Citizens' Association to Have Big Feast on August 22.

**SATTERFIELD, MELON MAN**

Candidates for House of Delegates Tell Why They Should Be Elected.

Carter Glass as chief speaker and a watermelon feast to relieve the inner vacuum, is the alluring menu that was mapped out for the evening of August 22 by the East End Citizens' Association at the Chimborazo Park clubhouse last night. The action was taken upon the initiative of City Sergeant J. L. Satterfield, who proposed an attraction of this nature to arouse the voters from the misanthropic lethargy into which they have lapsed at the most critical stage of the political campaign.

The idea met with instant approval, and was unanimously adopted. A letter was read by Secretary Simpson of the East End Association from Congressman Glass, expressing the hope that he would be able to respond to the invitation extended him by that body, and deliver an address in Richmond some time during the current month. It is the suggestion that the watermelon feast be held on August 22, the date of the election. A committee of five was appointed by President J. M. Davis to arrange for the speakers and contract for the melons.

**Want Road Improved.** The matter of putting into condition the road leading around the park from the United States Weather Bureau still remains in statu quo. The bad condition of this road has been a thorn in the side of the East End League which interests itself primarily with civic improvement, and the matter was taken up with the city departments.

Claude L. Watkins, chairman of the Committee on Grounds and Buildings, read last night, stated that the matter is beyond the jurisdiction of the city, and that the road work will have to be done by the government. He has referred the matter to Director E. A. Evans, of the local branch of the Weather Bureau.

John Alexander Curtis, candidate for the House of Delegates, asked the voters of Richmond to elect him at the primaries next month on the basis of his record in the House and in consideration of the reforms he advocates for the future. "While I have nothing but praise for every candidate in the race, and believe that each one, if elected, will faithfully represent his constituency, I believe I can do a shade better than the others because I am an old timer."

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## MERCHANTS ASK STATE FOR RELIEF

File Petition With Corporation Commission to Demand Opening of City Dock.

**CLAIM DAMAGE IS HEAVY**

No Action Taken Owing to Absence of Quorum—Recite Facts in Case.

Through their counsel, Judge Beverly T. Crump, Stephen A. Ellison & Company (Inc.), E. P. Murphy & Son, A. S. Lee & Sons, Crump & West Coal Company and Nelson & Ladd yesterday petitioned the State Corporation Commission on behalf of themselves and of other merchants of the city, that the bondholders of the William H. Trigg Company be required to make certain repairs to the city dock, which they contend are necessary to the handling of water borne traffic. The paper was filed in the offices of the commission, but no action was taken yesterday, as a quorum of members was not present.

The petition sets forth fully the various transactions through which the dock has passed, and quotes from the deed made to the Trigg Company the agreement that the purchasers "would at all times keep in good repair and condition all necessary and needful dock walls, banks, appurtenances and appliances along and within the boundaries set forth in said deed, for the due and proper maintenance and operation of said dock, according to the lines established."

**Quotes Legislative Act.** According to the deed, the Trigg Company assumed all the rights and obligations of the Chesapeake and Ohio Railway Company, its predecessor. The petitioners call the attention of the commission to the fact that the bondholders of the company, as owners of the dock property, are under the same burdens and liabilities imposed upon the Trigg Company in connection with the dock. They, therefore, hold that the owners are required by statute to maintain the dock in proper condition, and to keep it open for public use.

The commission is further shown that by act of the last General Assembly, it was authorized to close and discontinue any private dock affected with a public use or easement when the dock is in such a condition that it may be located is establishing or has established docks or wharves open to the public, or in any case where there are other wharves equally open to the public use. Last year the bondholders' committee petitioned the commission, asking that the dock be discontinued; that they be relieved of the burden of keeping it up. Protests on the part of the present petitioners and others went before the commission, and the prayer of the bondholders' committee was denied.

**Claim Great Hardship.** The petitioners set forth also that they own property adjacent to or near the dock, and that they located their business there in the faith that it would be continually kept up for public use. These merchants deal largely in coal and wholesale groceries, and claim that they lose largely on account of the difference in rates, as the dock being out of use they are forced to use the railroads, the rate for coal, especially on anthracite coal, being very much higher than the water rate. Adequate docking facilities, they say, mean the saving to private consumers of hard coal at least 10 cents on each ton.

They allege that since the dock passed from the ownership of the James River and Kanawha Company, the original owners, its maintenance has been greatly neglected, and that the bondholders' committee of the Trigg Company has done scarcely anything to keep it in proper condition and to invite water traffic. The present owners, it is alleged, have allowed the decay and deterioration of the dock and all appurtenances to continue.

According to the Ellison Company, the dockmaster stated on July 1 last that owing to the condition of one of the gates to the lock forming the entrance from James River, it was not practicable to dock so that boats could no longer be brought in.

**Take Up With Bemiss.** "This," said the Ellison Company, "is a very disastrous situation for Stephen A. Ellison & Co. and others, dependent for the continuance of their business upon the bringing of barges of coal and other merchandise into the dock." This firm tells also of the writer, E. Bemiss, agent for the owners of the dock, acquainting him of conditions, and file a portion of his replies as a part of the petition.

Mr. Bemiss is quoted as saying: "I do not recognize any liability on the part of the owners of the dock to you or others because of your inability to use the same, or any obligation to permit its use to you or any one desiring it." Subsequently, the petitioners claim they had had their counsel make inquiry of Mr. Bemiss as to the probability of an early restoration of the dock, but had been unable to obtain any satisfaction in regard to when it would be in condition for use.

Summing up, they allege that "the present owners of the dock have failed and are continuing to fail to perform their duty in restoring the dock, which failure results greatly to the detriment, not only of petitioners, whose business places are adjacent to or near the dock, but to shipping interests and the citizens of Richmond at large. While the petitioners, whose business will be greatly injured by the failure of the owners of the dock to keep it open for use, may have a proper claim for damages by reason of the failure of the owners of the dock to comply with their contract and obligations, yet the dock owners hold the property affected with a public use and burdened with public duty with which they must comply. How long the dock is to remain closed to use the petitioners do not know. The consequence of the failure to keep the dock open has proved most embarrassing to petitioners and others in like business, and may result in very serious financial losses to them. If the dock is to be withdrawn from public service for a long period, a very serious blow will be struck at the commercial interests of the city of Richmond."

## Suits Worth Up to \$22.50 Now \$12.75

## Straw Hats Worth Up to \$4.00 Now \$1.45

Two seasonal sales that offer very desirable merchandise at very small prices.

# Gans-Rady Company

## MAY SHOW FAIR VISITORS

## HOW CITY KILLS ITS DOGS

At the meeting of the Council tomorrow night a member of that body will introduce a resolution providing for the construction of the Fair Grounds of a miniature dog pound, for the purpose of illustrating the method of disposing of the homeless cur.

The general impression is that when the keeper of the pound gets ready to send the dog into some other territory, he hits him over the head with a brick. Therefore, in order to get this impression out of the heads of the people who do not know better, the wise member of the Council will endeavor, through his resolution and his voice and his vote, to show what is what.

**Automobile Fire-Fighting Machine Attracts Much Attention.**

Richmond's first motor fire engine has arrived, and will be thoroughly tested this week. It was viewed yesterday by a number of interested citizens, including members of the Board of Fire Commissioners, on a freight car in the Richmond, Fredericksburg and Potomac Railroad yards.

Efforts were made to load yesterday at the local authorities were waiting for a factory representative, who will have charge of the testing. If he arrives this morning the big engine will be put on its own wheels today and its engine tested, after which it will be operated through the city as a demonstration of the fighting of fire and of the engine's power in pumping water. When accepted by the Richmond department and placed in regular use, the new motor engine will be stationed at the Third Street engine house, between Broad and Grace Streets.

The road tests will extend over a week of ten days before the engine is given an opportunity to demonstrate what it can do in responding to an actual fire. The motor apparatus for getting the engine to the fire has seventy-horse power, and the pumping apparatus is calculated on a basis of 100 gallons of water a minute, a stream which should prove most effective in fire-fighting. The engine stands nearly thirteen feet high, and has the handle of a horse wagon with the horses attached. The tests of the new machine, both in demonstration and in actual use, will be watched with interest for if the experiment proves successful, motor apparatus may gradually replace most of the horses in the Fire Department.

## NEW STATE CHARTERS

Corrugated Paper Company to Be Operated by Richmond Men.

The State Corporation Commission yesterday took up the case of the proposed Corrugated Paper Company (Inc.). The new company will manufacture paper and paper boxes. The maximum capital is named at \$200,000, and the minimum, \$50,000. The president will be William H. Adams, vice-president, and H. W. Wilson, secretary and treasurer. All the officers are now engaged in the paper business in this city.

Other charters were granted as follows: The Seward Rubber Tire Company (Inc.), President, W. G. Seward; Secretary, W. G. Seward; Capital, \$100,000; Objects: Manufacture of rubber tires.

The Rockingham Publishing Company (Inc.), President H. W. Bertram; Vice-President, James L. Alvis; Secretary-Treasurer, C. Price; all of Harrisonburg, Va.; Capital, \$100,000; minimum, \$25,000; Objects: Printing business.

**EXPECT BIG FIGHT IN HENRY WARD**

Friends of Mr. Pinner Question Legality of Dr. Bright's Service if Elected.

Another candidate for the seat in the Common Council from Henry Ward, shortly to be vacated by Councilman Wallace Saunders, appeared yesterday in the person of James H. Pinner, of 417 West Grace Street, a bookkeeper in the American National Bank.

Mr. Saunders expects shortly to move from the ward. The first candidate in the field, Dr. J. Fulmer Bright, of 415 West Grace Street, has been challenged by friends of Mr. Pinner on the ground that he is not a resident of the ward of Henrico county, and they hold that he is not therefore eligible as a Councilman in Richmond. No one seemed able to say definitely yesterday whether the two offices were incompatible. Two members of the Council at present, Aldermen Alderson and Councilman Haddon, hold office under the State government.

The members of the Henry Ward delegation are President R. Lee Peters and Councilmen Huber, Vonderlehr and Powell. No caucus of the ward delegation has been called, as the resignation of Mr. Saunders has not been formally presented, and it has been suggested that no caucus be held, but that the names of those offering for the vacancy be placed before the Council direct. Other names may be produced, and members of the Council so far are not pledging their support to any candidate.

of suffering. "You don't have to tie a tin can to a dog's tail to make him go," said Mr. Illig last night. "By the method which I know all about, the dog will go peacefully, and his little spirit will wander around with others of his kind or kennel, and won't say nothing about it."

"But," said Sam Perkins, "suppose the dog objects?" "Well," responded Mr. Illig, "you don't have to pay any attention to him, but call on Emmett Taylor, and he will shoot him."

The idea of constructing a branch dog pound at the fair is not, as some people may infer, to aid the men who deal in lost dogs. The dog that may fall by the wayside, the soup may toward the making of the soup most people use when they take a bath.

## MANY SEE NEW MOTOR ENGINE

## HARD TO SATISFY WEST END PEOPLE

Council Committee Has Problem in Selecting Route for New Car Line.

Publication yesterday for plans for a new street railway system throughout the West End as projected by the Richmond and Henrico Railway, produced an avalanche of inquiries at the City Hall. Real estate agents and property owners west of the Boulevard generally approve of the plan; but there is opposition from citizens living along Stuart Avenue east of the Boulevard. It is claimed that this is a residence thoroughfare, that many of the people own their own homes, and have bought there because free from the noise and dust of a car line, and where their children would not always be in danger whenever they crossed the street.

Last year the Virginia Railway and Power Company projected a line on Hanover Avenue, bisecting the great fan which spreads out between Main and Broad Streets, west of Harrison. An indefinite organization was effected of Hanover Avenue citizens, and a fund raised to employ counsel to oppose the plan, and it was withdrawn. Now the people of Stuart Avenue—the adjoining thoroughfare—are calling on the residents of Hanover to join them in their fight. The large residence section spreading out with the street westward, which has but limited street car service, many people living from four to six blocks from an existing line. Each man, appearing, wants a car line through the district, but with it on his neighbor's street—not on his own.

**One Plan Already Filed.** The Street Committee already has before it a plan submitted by the Virginia Railway and Power Company for a loop service out Broad and along West Street, connecting with the existing Westhampton track on Floyd Avenue. All agree that there is urgent need for a street car line through the district west of the Boulevard to serve the Benedictine College, the Soldiers' Home, the Battle Abbey, and a rapidly growing residence section, both in and out of the city limits, and both companies are reaching out for the business.

A member of the Street Committee said yesterday that he thought the best way to meet the situation for the Street Committee and City Engineer, in conference with property owners affected, to map out a proposed route over the most desirable streets, serving the whole community now without car service. Irrespective of plans offered by the Virginia Railway and Power Company or the Richmond and Henrico Railway Company, and then prepare a franchise for this route and offer it for sale to the highest bidder. In this case the city would show no partiality between the two companies, would reap a substantial sum from the sale of what will one day become a very valuable franchise, though it is admitted that the new line might not pay well at first, and would secure the without looking to cars on the streets the city authorities select.

It is not probable that the Street Committee will go seriously into the matter until fall, when hearings will be given to property owners and to the representatives of the two street railway companies.

**Council Committees.** The Council Committee on Printing and Claims will meet at the City Hall to-night at 8 o'clock. The Common Council meets in adjourned session tomorrow night at 8 o'clock.

**Mule Dished on Fender.** A little excitement was caused shortly after 5 o'clock yesterday afternoon at Tenth and Main streets, where a mule on the Street line, run into a mule owned by J. D. Blair. The negro driver, according to witnesses, attempted to drive his